

**STATEMENT ON HR 56 by Richard B Ladd, 121 Bluebell Ct, Chester, Maryland**  
**21619: Jan 30, 2020**

I strongly support HR 56 and urge its adoption for a number of reasons.

First, it officially establishes an oversight/advisory board for a critical community process: accessing 2 “islands” – Kent Island and the Broadneck Peninsula -- accessed by 4 bridges. One is a toll facility – the others are State Highway Administration (SHA) bridges.

It establishes a more broadly based citizen membership for the Advisory Group with the explicit opportunity to focus on the regional, “inter-county”, economy supporting role of the highway network enabled by the Bay Bridge.

Second, it fully recognizes and builds upon a new – soon to be installed -- high speed, automated, electronic toll collection system coupled with a new automated, reversible lane capability which enables more flexible, efficient use of the bridge lanes. All of which is subject to adoption of additional improvements – best practices – potentially identifiable by the Maryland Transportation Institute.

Third, it recognizes, elevates and incorporates into the collaborative process the SHA’s significant role of marshalling traffic to and from the Bay Bridge through Anne Arundel County and Queen Anne’s County while operating 4 additional bridges, each of which operate quite well with 3 lanes of flow in each direction.

Strategically, this will help optimize the State’s sunk investments while addressing local community issues as we work our way through the multi-year, NEPA process to recapitalize the aging Bay Crossing infrastructure.